

# Urban Center Plan For Shady Grove Wins Approval

By NANCY TREJOS  
*Washington Post Staff Writer*

1/18/06

An industrial zone around the Shady Grove Metro station would be transformed within the next 20 years into an urban center with office buildings, shops and enough housing for 12,000 people, under a plan approved by the Montgomery County Council yesterday.

In an 8 to 1 vote, the council agreed to allow as many as 6,340 new residences — apartments, townhouses and single-family homes — in the 200-acre area surrounding the northwestern end of Metro's Red Line. One-quarter of that housing would be set aside for families struggling to buy or rent in the county.

The plan envisions the most significant reshaping of a Metro station community in Montgomery in more than a decade. It also represents the council's commitment to a land-use strategy known as "smart growth," which encourages building around Metro and bus stations.

With one-third of the county's land set aside for an agricultural reserve, council members said, building around transportation hubs is essential.

"This will be a shining example of smart growth that provides increased affordable and middle-class housing, extensive traffic

# Shady Grove Area to Get Housing, Offices, Shops

SHADY GROVE, From B1

mitigation and significant community amenities," said council member Steven A. Silverman (D-At Large).

The Shady Grove master plan has been debated for more than four years, with residents expressing concern that the growth would outpace the building of schools, roads and such amenities

as parks. "The failed approach of the past is that development has gone forward without infrastructure," said council member Phil Andrews (D-Gaithersburg-Rockville).

It's a complaint that has become more acute in recent months, with the discovery of building violations in the northern Montgomery town of Clarksburg and accusations that county officials have not properly overseen development there.

Two months ago, the Shady Grove plan failed to win enough council support when a preliminary vote was taken, reflecting anxiety that some county officials have had over a potential anti-development backlash at the polls later this year.

Andrews was the only council member to vote against the plan yesterday, citing concerns over the number of residences that could be built.

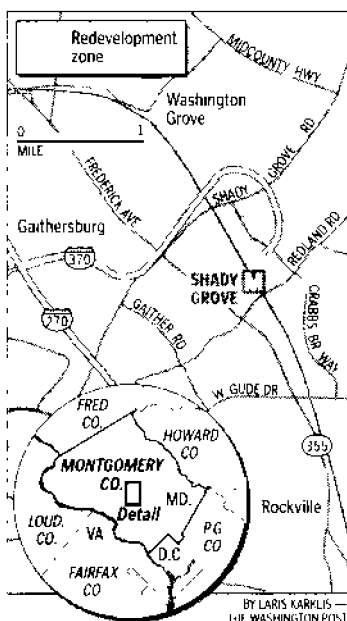
"I do think there should be more development around Metro stations than any other place, but I think there is a limit," he said.

Shady Grove residents have had similar complaints. They lobbied unsuccessfully for a community center to be included in the master plan.

"People live there and work there and drive there, and we need to make sure the plan works," said Brad Botwin, acting president of the Greater Shady Grove Civic Alliance. "I'm not op-

## Redevelopment Zone

*A 200-acre area around the Shady Grove Metro station would include residences, shops and office buildings, under the Shady Grove master plan.*



posed to the plan. I just don't want these guys building and running away, and then the county is left with a mess to fix."

In an effort to address those concerns, the council agreed to require developers to reduce by half the number of vehicle trips generated by the planned residential communities. The council also set a strict schedule for when builders would have to complete certain requirements. And it approved the creation of a citizens advisory group to help oversee the building.

Still, even some council members said they will have to be vigilant in their oversight of the plan. Some key decisions are to be made, including where to place the industrial facilities and warehouses that would be displaced by the houses.

"The challenge will be, as we watched in Clarksburg, how do we get what is a good vision to the implementation," said council member Michael Knapp (D-Up-county).



**Phil Andrews cast the sole vote against the plan.**